

LYNCHBURG REGIONAL AIRPORT

COMMISSION MEMBER UPDATE

Wednesday, June 12, 2013

REPORT

CONTRACT TOWER FUNDING IN FY '14 REMAINS UNCERTAIN

With both the U.S. Senate and House of Representatives about to undertake the first mark-up of their respective DOT/FAA spending bills for FY 2014, the fate of continued funding for the FAA Contract Tower Program remains uncertain. While the Administration's budget submission includes \$150 million for the program, that funding is contingent upon a resolution of the sequestration cuts which, as of now, is looking less and less likely. Accordingly, with our best chances of funding through the Senate and House, I met with Senate transportation staffers from both Senator Warner's and Senator Kaine's offices, as well as both Congressman Goodlatte and Hurt earlier this week to ask for their continued support for funding for this critical safety program. I am pleased to report that both of our Senators and Congressmen are fully supportive of our efforts and are prepared to help in any way they can to ensure that adequate FAA funding is made available through the appropriations process this year. I will provide a full report on this issue at next Monday's Commission meeting.

MAY PASSENGER TRAFFIC SHOWS 4.1 PERCENT GROWTH

May airline passenger traffic grew by 4.1 percent in May to 14,775 total passengers, buoyed by area college and university graduations that continue to boost inbound passenger demand. For the first time, US Airways added more flights and larger aircraft to coincide with the May 11 graduation of Liberty University and May 12 graduation of Randolph College.

AIRFIELD PROJECTS MOVING FORWARD SLOWLY

Although the initial construction schedule for the new GA ramp project called for completion within 45 calendar days, this spring's wet weather and problems with the concrete mix passing required tests have created unforeseen delays. Nonetheless, we now anticipate that the new ramp will be open and operational by July 15, 2013. The placement of the Portland Cement Concrete is now expected to begin later this month pending the results of the aggregate reactivity testing process now underway. In the meantime, however, work is continuing on other elements of the project, including the removal of the temporary sediment basin, final backfill work and the removal of the remaining stockpiled material.

This year's major federal project, Phase 2 of the Airfield Pavement Rehabilitation, is currently out for bids for the construction phase with a deadline for bids of July 10, 2013. As you will recall, this project is a hold-over from last year due to the lowest bid received exceeding available funds. The shortfall was mainly the result of insufficient FAA discretionary funds being left after some higher priority projects at other airports in our FAA airports district were funded. In addition, since we have found that our area seems to suffer from a lack of sufficient competition among asphalt suppliers, we also bid the project to include an alternate for concrete. Hopefully, this will provide a more competitive environment in order to maintain some pricing discipline and keep the low bid more reasonable. Currently, the engineer's estimate of construction costs is \$3.49 million for asphalt and \$3.98 million for concrete.

NEW PARKING FEES TO BE IMPLEMENTED FOR LARGE AIRCRAFT RAMPS

With the completion of our new \$1.1 million full-strength concrete ramp, the time has come to establish new aircraft parking and pricing guidelines for both that new ramp and the existing South Ramp area located at the base of the air traffic control tower. I will distribute a draft of the pricing structure that the airport intends to establish for aircraft parking on those ramps at next Monday's Commission meeting for questions or comments.

ITEMS FOR THE AGENDA

Following the consent agenda and a financial report by the airport's finance manager, I will provide a detailed report on my recent visit to Capitol Hill to meet with members and staff of our Congressional delegation regarding federal funding for the contract tower program in the FY 2014 DOT/FAA budget. I also will give a report on current capital projects currently underway or out for bid at LYH, and the status of federal funding for this fiscal year (particularly as related to the \$253 million in AIP funds used for air traffic control purposes). Following a briefing on new parking fees for our large aircraft ramp areas, I will then make a presentation of the results of a recent airline passenger survey that provides good insight in our passenger make-up and customer attitudes about using LYH. In the meantime, if you have any questions or comments prior to our next Commission meeting, give me a call at 455-6089 at my office, or by cell at 444-3363.

Respectfully yours,

Mark F. Courtney

Mark F. Courtney, A.A.E.
Airport Director

LYNCHBURG REGIONAL AIRPORT COMMISSION
Monday, June 17, 2013
4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. March 25, 2013 Commission Meeting Minutes
3. Lynchburg Regional Airport June 2013 Air Service Update
4. April 2013 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Report of the Airport Finance Manager
 - A. A report with regards to the airport's 3rd Quarter FY 2013 Financial Report
6. Report of the Airport Director
 - A. An update on the status of the FAA's Contract Tower Program and a report on the FAA's FY 2014 budget process and results of recent meetings with our Congressional delegation in Washington to keep the LYH ATCT open.
 - B. A status report on current airfield projects and FAA discretionary funding needs associated with Phase 2 of the Airfield Rehabilitation Project.
 - C. A report regarding the implementation of a daily aircraft parking fee for use of the airport's two full-strength parking ramps as a result of completion of LYH's new concrete ramp project.
7. A presentation of the results of a recent airline passenger survey to update airline user profiles and customer satisfaction with key airport services.
8. Miscellaneous business
 - A. Inquiries and/or comments by Commission Members
9. Reports of airport businesses
10. Hearings of citizens upon Commission matters
11. Adjournment

**MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING
March 25, 2013
4:00 p.m.**

PRESENT:

Jones Stanley
Robert Day
Lynch Christian
Stewart Hobbs
David Laurell
Don Brown
Kimball Payne
Bert Dodson
Charles Nowlin

ABSENT:

STAFF PRESENT:

Mark Courtney, Airport Director
Rick Stein, Deputy Airport Director
Wes Campbell, Airport Finance Director

(1) CALL TO ORDER:

The meeting was called to order at 4:00 p.m.

(2) APPROVAL OF March 25, 2013 CONSENT AGENDA

Mr. Hobbs confirmed that everyone had received the items from the consent agenda; the January 28, 2013 Commission Meeting Minutes, the March 2013 Air Service Update and the February 2013 Passenger Traffic Report and asked if there were any questions or comments regarding the consent agenda items.

There being no further questions or comments, Mr. Hobbs declared the Consent Agenda accepted as presented to receive and file.

(3) Commission consideration of the airport's proposed FY 2014 Operating Budget as presented at the January 28, 2013 Commission Meeting

Mr. Courtney reminded Members that action on the proposed FY 2014 budget last meeting was deferred for additional review and requested action on the part of the Commission for making a recommendation to City Council for its approval.

Mr. Lynch Christian asked if the elimination of the Contract Tower by the FAA would have an impact on the projected revenues for FY 2014.

Mr. Courtney said we receive approximately \$4,000 per month in rent from the FAA; however, 9 % is actually occupied by the Airways Facilities folks that maintain the navigational aids. He had not received confirmation from the FAA yet as to whether those individuals would be remaining in the Tower. He said we are hopeful that they will, but technically, as of April 1, 2013 we no longer have a lease from the FAA - at least not from their perspective. He said legally we still have a lease that reverts to a month-to-month. If they just refuse to pay rent and continue to occupy the space, that will be another issue.

There followed a brief discussion.

Mr. Christian asked if we ought to consider an alteration that reduces revenue to a certain extent and ask the City for a little more money or allocation.

Mr. Courtney said he thought that was a little premature at this point and that adjustments could be made later on when we know exactly where we are. He added that we hopefully will come up with some alternate solutions to this at least until the end of the fiscal year. He said that would be up to the Commission to recommend.

Mr. Don Brown asked if the FAA would authorize us to operate the tower if we were to receive the money.

Mr. Courtney pointed out that this is a point to cover in the next agenda item and requested discussion be deferred until then.

Mr. Courtney reminded the Members that 79% of the Tower is occupied by airways facilities folks that, as far as he knew, were not going to be eliminated. There followed a general discussion.

Mr. Wes Campbell reminded the Members that a price increase had just been implemented in the parking lot, and that we had received two months' worth of data showing a 15 to 20% increase in parking lot revenue, indicating that the rate increase has not affected the volume. He said if we were to lose the \$40,000 or so from the Tower we would probably make that up, and maybe even a little more, with the extra revenue from the parking lot which was not budgeted for.

Mr. Hobbs asked if that revenue was strictly from the price increase or if we are seeing more traffic.

Mr. Campbell said it was just from the price increase because the traffic for January and February were both within 1 or 2% of the previous year.

Mr. Courtney was asked if there was any opportunity to reduce the debt by refinancing.

Mr. Courtney said that at this point we have just under \$1 million in debt, and that the last payment on the terminal building would be made next January. He said that refinancing would be an option on the remaining debt, but would not likely gain much.

Mr. Dodson asked Mr. Payne if he had been before City Council yet and presented the budget. Mr. Payne said that he had reviewed the entire budget document with Council last week, including the Airport, and there were no questions.

Mr. Hobbs asked Mr. Courtney if he needed a motion from the Commission. Mr. Courtney responded that he did, in order to recommend.

The motion was made to recommend to City Council approval of the Airport's proposed FY 2014 Operating Budget and seconded. A vote was taken and unanimously accepted by all with the exception of Mr. Payne who abstained.

(4) REPORT OF THE AIRPORT DIRECTOR

A. Update of the FAA's plan to close the LYH ATCT, legislative solutions and Commission discussion of possible options and alternatives to continued operation and funding.

Mr. Courtney spoke about the FAA plan to close the air traffic control towers. LYH was not among the 24 towers that were selected to remain open. His research showed that the vast majority of those airports that were going to be keeping their towers had either based military operations or they had high numbers of military operations (40,000 – 45,000). He said there are some airports that had as few as 28,000 operations that would remain open. He went on to further detail the issue.

He said of all of the towers that will remain closed LYH is the eighth busiest in terms of operations. He said it appeared that every single tower with operations higher than LYH did not have commercial service. He said our claim to fame is that we are the largest and busiest airport on the closure list of 149 airports with airline service. There followed a general discussion.

Mr. Hobbs asked if they would leave the equipment if they closed the tower. Mr. Courtney replied that the FAA indicated that they will work with communities that express an interest in going on to the non-federal control tower program. He said he would imagine these airports are making the decision as to how they are going to proceed. He said he was sure they were not going to start pulling equipment out right away. There ensued additional discussion.

Mr. Hobbs asked about discretionary state funding. Mr. Courtney gave an overview of the efforts underway to preserve the tower, explaining that in this first Phase, efforts are focused on trying to get the FAA to reconsider, even though the Contract Tower Association is convinced that this move is the initial phase and more closures will follow.

Mr. Courtney said he and Mrs. Jacque Schuck, the Airport Director at Roanoke, had plans to meet with Congressman Goodlatte on Wednesday and that he was working to get a meeting set with Congressman Hurt this week. Mr. Courtney said he learned that Senator Bloomenthal introduced a measure to get the towers funded through 2018. Mr. Courtney informed the group that he is working to obtain the status of this effort, and has sent correspondence to Sen. Kaine and Sen. Warner inquiring if there is an opportunity for them to be able to co-sponsor the bill and to explain how the appropriations process is going to work at this point.

Mr. Courtney said that he would ask Congressman Goodlatte's advice on what he would recommend as a strategy and what the House plans to do for the rest of the fiscal year.

Mr. Bob Day provided some information regarding the circumstances leading up to sequestration and measures needed to cure the current situation.

Mr. Courtney said both Congressman Goodlatte and Congressman Hurt are very supportive, and that by buying ourselves some time to get into the next fiscal year the House can work to keep tower closures from being a permanent development.

Mr. Courtney explained that Phase Two of the effort is an interim solution. He said that of the 149 towers slated for closure, most are looking at any and all funding possibilities, and a third or more have come straight out and said that they don't have the funds, and have no plans whatsoever to try to fund the towers themselves. He said a relatively small minority are funding their towers themselves rather than trying to come up with other funding sources such as the State or the local government.

Mr. Courtney said he would like to propose an interim measure which would utilize State Entitlement funds. He explained that State Entitlement funds are grant funds that are received only by airports that are commercial service airports, and is based on a formula that is determined by the number of enplaned passengers. State Entitlement Funds are paid twice a year. He said at this time we have \$622,000 available and on-hand which is unencumbered, and we expect to receive approximately another \$600,000 to \$700,000 in July. Additionally, we are also receiving approximately \$25,000 per month in passenger facility charges (PFC) and that the latest PFC application that we submitted outlined a schedule to pay back our State Entitlement funds for prior eligible projects under the State Program.

It was asked how this interim measure would be executed, assuming we could use state entitlement funds for this purpose.

Mr. Courtney said the Airport Program Manual, which is the guiding document for use of State funds, indicates that state entitlement funds cannot be used for operating expenses; however, there are some provisions that could possibly allow us to use them with a penalty. Mr. Courtney suggested that our Virginia Aviation Board Member, Mr. Dave Young, spearhead an effort with the Board that, because of the unprecedented nature of this action by the FAA, we be allowed a temporary, one time, emergency use

of our State Entitlement funds without penalty for a limited period of time until we can have a permanent solution found through the legislative process.

Mr. Day asked if a new service contract would be required if the airport were successful with our proposal to the VAB. Mr. Courtney replied that the City would execute the contract because the City owns and operates the airport. He said he had contacted Midwest Air Traffic Control Services (LYH's current service provider) which sent him a proposal that he forwarded to Mr. Young. Mr. Courtney commented that he thought the price was a little high at \$600,000 for the current number of hours for 12 months; however, it is clear that we could cut down on the hours. He said he believed we could ensure public confidence by continuing to have air traffic control services but reduce the total number of hours on either end during the lower activity periods and continue to have a seven day a week tower.

Mr. Hobbs asked how many of the US Air flights arrive and depart during the hours the Tower is closed. Mr. Courtney replied that there were currently two flights – the last flight of the evening and the first flight of the morning.

There followed a general discussion.

Mr. Young gave his thoughts on the subject and then asked, as a citizen user of the airport, where the money would have otherwise been used.

Mr. Courtney replied that the money was programmed in 2014 for a new Air Traffic Control Tower which we obviously won't need if the ATCT is permanently closed. He said these are funds that are derived as a result of scheduled airline service. He said we have to remember that if we lose airline service at this airport we stand to lose close to \$2 million per year in PFC, state entitlement, and federal capital funds. There ensued additional discussion.

Mr. Courtney explained that because of the way the state code is written, if an air carrier airport uses their state entitlement funds for a project outside the scope of the program, they are penalized by having any future discretionary award reduced by a like amount. There followed a general discussion.

There followed some discussion regarding the quote from Midwest and how many hours and days it covered, and how many it should cover. Additional discussion ensued.

Mr. Courtney said at this point he would like to have the Commission approve a motion to recommend that we proceed with the plan to try to use State Entitlement funds on a temporary basis as part of this interim solution.

The motion was approved.

Mr. Dave Young suggested doing contingency planning and looking at other options because this is only a temporary solution if it goes through. Mr. Courtney said that contingency planning is Phase Three.

Mr. Robert Day asked if there were any other options considered for funding or contingency funding for the Tower. Mr. Courtney said no, not as part of this plan there wasn't. Mr. Day asked if there were any alternative plans.

Mr. Courtney said there are many alternatives and other funding sources such as City governments, the private sector, users, higher fees, imposing special fees, introducing GA landing fees, higher rent, getting the tenants to renegotiate their rents, etc., but he cautioned that putting other funding in place would indicate to the FAA that the locality is able to fund the tower, which is not the impression that should be made.

Mr. Payne pointed out that using any local money either in terms of increasing the subsidy and even using our reserves would have to go before Council and the question of why taxpayer dollars, funds, should be used to subsidize the airport any further would be raised.

Mr. Courtney said as long as we are maintaining airline service he did not think that we are going to have any difficulty being able to fund this without an increase of the City subsidy.

Mr. Young said he thought it would be good if we could have a projected budget of some kind for not just the controllers but for the entire operational costs of the Tower.

Mr. Courtney said the only unknown to him would be equipment cost or rental cost.

Mr. Bert Dodson asked if the motion could be stated again for the record,

Mr. Courtney said the motion was to request that the Virginia Aviation Board permit Lynchburg Regional Airport to use our State Entitlement funds on hand without penalty on a temporary, emergency basis for a limited period of time (to be determined later) as an interim solution until we can come up with a more permanent legislative solution.

Mr. Hobbs then called for a vote. The vote was taken and unanimously accepted by all.

B. A report with regards to the outcome of recent airline meetings as part of the "Network" airline route planners' event.

Mr. Courtney gave an overview of his attendance at the "Network" airline planners' event that is similar to the Jump Start event. He said he thought it was very encouraging, as he actually had gotten a bit of a positive reaction from United Airlines and that the planners are typically stone-faced during the meetings. He believed United was pleased to learn about the opportunities that our market would present particularly from the standpoint of business and international business travel, certainly from Liberty University and their growth, and the amount of additional traffic that could be funneled through Dulles, particularly on the international side.

He said he was working with the consultant on the next phase which is to use the survey and market data and put some additional forecast data together and then ask for another meeting with United within the next six months. He said he hoped we would have some type of resolution to the Tower issue by then as he did not know how much of a consideration that would be for United. Mr. Courtney said that not having a tower frustrates our efforts in trying to attract a second airline, particularly a second airline which could possibly put us over the top of the 10,000 total operations needed to qualify.

Mr. Hobbs asked where United flew into and Mr. Courtney responded that they flew into Washington/Dulles. Mr. Hobbs asked if they also went to Roanoke, Charlottesville and Richmond. Mr. Courtney replied that yes, they did and they actually were concerned that our traffic would pull traffic away from Roanoke because they indicated that they are not doing that well in Roanoke.

Mr. Courtney said he had data showing that most of the traffic that goes to Roanoke that would be flying to the destinations that United serves is primarily flying on Delta, not on United; consequently, we are not getting any significant leakage of passengers from here to Roanoke that are getting on United, so there is still potential.

Mr. Day suggested we conduct a small sample survey in another two or three months that would perhaps enable us to show United that the trends are as anticipated.

Mr. Courtney acknowledged that this was feasible.

Mr. Courtney said that Liberty University's new Director of Procurement and new Travel Coordinator met with him and were very interested in working with us to help quantify the additional demand on the student side as well as the business side. Obtaining this information, along with updates from Areva, B&W and other major users, would be helpful. There ensued a general discussion.

Mr. Courtney said he was also pursuing Frontier just to see if there is any potential. He said there might be an opportunity for Frontier as they have just discontinued service at Shenandoah Valley; they were going in there three days a week with an A-319 to Orlando. There followed additional discussion.

He said he also met with Allegiant and they were very interested. He said they indicated that they are going to be getting some A-319 aircraft that will have longer range and they are interested in possibly serving Las Vegas from here. He went on to further explain and detail the issue.

Mr. Courtney said Silver Airways, which operates SAAB 340s, are trying to get into Dulles. Silver is also a code share partner with Delta Airlines and they are very interested in Atlanta because the size of our O & D market to Atlanta. Unfortunately Delta is saying they do not want any Turbo Props in Atlanta. There followed a general discussion.

He also met with Sun Country and they are interested in seeing if we can get any scheduled charters from here to Orlando. He said they were flying 737 500s and 180-passenger 800s. He said that was a bit of a challenge due to the size of the aircraft. He said he would have his staff member Mrs. Jewel Williams work with some travel agents in the area to try to put together some initial charters with Sun Country to try to prove the markets.

He said he met with Southwest Airlines and there was just no interest.

C. A status report on current airfield projects and possible changes in the airport's proposed federal Airport Capital Improvement Program (ACIP).

Mr. Courtney said we are continuing to move forward with all of the design through bid rebid of Phase 2 of our taxiway relocation and apron expansion project. He explained that because we had to increase the scope to include some additional stormwater management from the airfield, it is not going to be bid until the end of May or beginning of June. He said we still have programmed in \$3 million in federal discretionary funds for that as well as our federal entitlement and he was hopeful that we would be able to get as much of that as possible this year.

He said the new concrete ramp project is moving forward, and is about halfway finished. He said he is going to be submitting his Federal Airport Capital Improvement Plan (ACIP) for the next two or three years which is fairly straight forward, but the big unknown right now is that the new Air Traffic Control Tower was programmed in for next year, FY 2014 and now that is all on hold. He said FAA and FAA Air Traffic staff involved with our air traffic control tower project have put everything on hold, they have cancelled meetings, and they are not reviewing any of our submittals at this point or acting on anything that we have submitted for approval; however, they are still going to work every day and they are still getting a paycheck.

(5) MISCELLANEOUS BUSINESS

A. Inquiries and/or comments by Commission Members.

Mr. Hobbs asked if there were any inquiries or comments by Commission Members.

It was noted that Mr. Jim Parker with Virginia Aviation had a stroke and was in the hospital in Orlando, Florida. Reports from Mr. Parker's son indicated that Jim was improving, but has a ways to go. It was asked that everyone to keep Mr. Parker in mind and send positive vibes his way.

Mr. Bert Dodson asked for confirmation that 4,100 flights that went out this year were on an average of 78% full as stated in Section 5.b, if minutes under Report of the Airport Director from the last meeting. This was confirmed.

Mr. Dodson informed the Commission about his meeting with the two aides from Sen. Warner's and Sen. Kaine's offices last Monday and pointed out that they had worked hard to get the Senate supporting keeping the contract towers open amendments through. There followed a general discussion.

(6) REPORTS OF AIRPORT BUSINESSES

Mr. Hobbs asked if there were any reports of airport businesses. There were none.

(7) HEARINGS OF CITIZENS UPON COMMISSION MATTERS

Mr. Hobbs asked if there were any questions or comments from the citizens present.

Mr. Larry Weatherford introduced himself as a general aviation pilot friend of Mr. Don Brown, as well as his partner in ownership of an airplane. Mr. Weatherford explained that this was his first visit to a Commission meeting and he said was interested in serving on the commission and was planning to turn in an application to the Clerk of Council. He asked how operations would continue for IFR departures if the Tower closed. Mr. Courtney replied that he could receive Roanoke approach on the ground.

Additional discussion followed.

(8) ADJOURNMENT

There being no further business, the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective June 2013

AIR SERVICE UPDATE

Summary The number of daily departure seats is 300 and the daily departure frequency is 6 on most days.

Carrier Profile	<u>Airline</u>	<u>Destination</u>	<u>Departures</u>	<u>Seats</u>	<u>Equipment</u>
	US Airways	Charlotte	6	300	DH3/CRJ
AIRPORT TOTAL:			6	300	

US Airways For the month of June, all the equipment are 50-seaters, with two CRJ200s and four Dash 8-300s weekdays. There are 6 departures weekdays, and 5 departures on Saturdays and Sundays.

Destinations Served	<u>Non-Stop</u>	<u>Departures</u>	<u>Total</u>
	Charlotte	6	6 (most days)

Aircraft Types	<u>Aircraft</u>	<u>No. of Departures/Day</u>
	DH8 Dash 8	0 Daily
	DH3 Dash 8-300	4 Daily
	CRJ	2 Daily

LYNCHBURG REGIONAL AIRPORT / AIR TRAFFIC REPORT FOR APRIL 2013

AIR TRAFFIC REPORT

	MONTH			YR TO DATE TOTALS		PERCENTAGE CHANGES		
	Apr-13	Mar-13	Apr-12	2013	2012	Apr-13 Mar-13	Apr-13 Apr-12	13 YTD 12 YTD
ENPLANED PASSENGERS	6,697	6,478	6,453	24,916	24,457	3.4%	3.8%	1.9%
DEPLANED PASSENGERS	6,972	6,371	6,510	25,385	25,060	9.4%	7.1%	1.3%
TOTAL PASSENGERS	13,669	12,849	12,963	50,301	49,517	6.4%	5.4%	1.6%
AIRCRAFT OPERATIONS (Landings and Takeoffs)								
Air Carrier	580	509	474	2,002	1,896	13.9%	22.4%	5.6%
General Aviation	11,717	8,975	9,285	33,384	33,664	30.6%	26.2%	-0.8%
Military	256	407	245	957	787	-37.1%	4.5%	21.6%
Total	12,553	9,891	10,004	36,343	36,347	26.9%	25.5%	0.0%

AIR TRAFFIC REPORT

	MONTH			YEAR TO DATE TOTALS		CHANGES		
	Apr-13	Mar-13	Apr-12	2013	2012	Apr-13 Mar-13	Apr-13 Apr-12	13 YTD 12 YTD
NUMBER OF DAILY SCHEDULED FLIGHTS								
US Airways Express - Piedmont	3	3	1			0.0%	200.0%	
US Airways Express - PSA	0	0	0					
ACA - United Express	0	0	0					
ASA - Delta Connection	0	0	0					
Allegheny	0	0	0					
Shuttle America	0	0	0					
Air Midwest	3	3	3			0.0%	0.0%	
Total	6	6	6					
NUMBER OF ACTUAL FLIGHTS								
US Airways Express - Piedmont	87	87	47	317	82	0.0%	85.1%	286.6%
US Airways Express - PSA	0	0	60	14	167			
ACA - United Express	0	0	0	-	-			
ASA - Delta Connection	0	0	0	-	-			
Allegheny	0	0	0	-	-			
Shuttle America	0	0	0	-	-			
Air Wisconsin	82	81	69	321	440			
Total	169	168	176	652	689	0.6%	-4.0%	-5.4%
NUMBER OF CANCELLED FLIGHTS								
US Airways Express - Piedmont	3	6	0	15	-	-3	3	15
US Airways Express - PSA	0	0	0	2	2	0	0	0
ACA - United Express	0	0	0	-	-	0	0	0
ASA - Delta Connection	0	0	0	-	-	0	0	0
Allegheny	0	0	0	-	-	0	0	0
Shuttle America	0	0	0	-	-	0	0	0
Air Wisconsin	1	2	0	6	6	-1	1	0
Total	4	8	-	23	8	-4	4	15

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR APRIL 2013

AIR TRAFFIC REPORT

Revenue Passengers Only	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
	Apr-13	Mar-13	Apr-12	2013	2012		Apr-13 Mar-13	Apr-13 Apr-12	13 YTD 12 YTD	Apr-13	Mar-13	Apr-12
ENPLANED PASSENGERS												
US Airways Express - Piedmont	3,145	3,066	1,695	11,257	2,868		2.6%	85.5%	292.5%	47.0%	47.3%	26.3%
US Airways Express - PSA	0	0	1,931	273	5,878					0.0%	0.0%	29.9%
ACA - United Express	0	0	0							0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-		#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Allegheny	0	0	0							0.0%	0.0%	0.0%
Shuttle America	0	0	0							0.0%	0.0%	0.0%
Air Wisconsin	3,552	3,412	2,827	13,386	15,711					53.0%	52.7%	43.8%
Charter	0	0	0							0.0%	0.0%	0.0%
Total	6,697	6,478	6,453	24,916	24,457		3.4%	3.8%	1.9%	100.0%	100.0%	100.0%
DEPLANED PASSENGERS												
US Airways Express - Piedmont	3,658	3,420	1,715	12,912	2,878		7.0%	113.3%	348.6%	52.5%	53.7%	26.3%
US Airways Express - PSA	0	0	2,162	625	6,060					0.0%	0.0%	33.2%
ACA - United Express	0	0	0							0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-		#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Allegheny	0	0	0							0.0%	0.0%	0.0%
Shuttle America	0	0	0							0.0%	0.0%	0.0%
Air Wisconsin	3,314	2,951	2,633	11,848	16,122					47.5%	46.3%	40.4%
Colgan Air	0	0	0							0.0%	0.0%	0.0%
Charter	0	0	0							0.0%	0.0%	0.0%
Total	6,972	6,371	6,510	25,385	25,060		9.4%	7.1%	1.3%	100.0%	100.0%	100.0%
TOTAL PASSENGERS												
US Airways Express - Piedmont	6,803	6,486	3,410	24,169	5,746		4.9%	99.5%	320.6%	49.8%	50.5%	26.3%
US Airways Express - PSA	-	-	4,093	898	11,938					0.0%	0.0%	31.6%
ACA - United Express	-	-	-							0.0%	0.0%	0.0%
ASA - Delta Connection	-	-	0	-	-		#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Allegheny	-	-	-							0.0%	0.0%	0.0%
Shuttle America	-	-	-							0.0%	0.0%	0.0%
Air Wisconsin	6,866	6,363	5,460	25,234	31,833					50.2%	49.5%	42.1%
Colgan Air	0	-	-							0.0%	0.0%	0.0%
Charter	-	-	-							0.0%	0.0%	0.0%
Total	13,669	12,849	12,963	50,301	49,517		6.4%	5.4%	1.6%	100.0%	100.0%	100.0%

AIR TRAFFIC REPORT

NON-REVENUE PASSENGERS ONLY

	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
	Apr-13	Mar-13	Apr-12	2013	2012		Apr-13 Mar-13	Apr-13 Apr-12	13 YTD 12 YTD	Apr-13	Mar-13	Apr-12
ENPLANED NON-REVENUE PASSENGERS												
US Airways Express - Piedmont	68	72	46	257	93		-5.6%	47.8%	176.3%	45.0%	39.3%	19.2%
US Airways Express - PSA	0	0	79	7	218					0.0%	0.0%	33.1%
ACA - United Express	0	0	0							0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-		#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Allegheny	0	0	0							0.0%	0.0%	0.0%
Shuttle America	0	0	0							0.0%	0.0%	0.0%
Air Wisconsin	83	111	114	364	547					0.0%	0.0%	0.0%
Charter	0	0	0							0.0%	0.0%	0.0%
Total	151	183	239	628	858		-17.5%	-36.8%	-26.8%	45.0%	39.3%	52.3%